

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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REFERENCES

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

- 25X1 1. While sailing toward Baku, [] ship was contacted by radio by Soviet naval
25X1 vessels which checked on the ship's nationality, identification, and destination. After
dark such checks are made by light-signals between Soviet naval vessels and the ship.
The ship's approach is observed and reported by customs and police officials.
2. The Customs Administration is in charge of harbor affairs. The central Customs Administration Building is located about 700 meters from the docks. Before a ship enters the port an officer from the Customs Administration boards the ship and confers with the ship's captain, usually for about 15 minutes. At this time the official checks the ship's documents and the bills of lading. After this formality is completed the ship is allowed to enter the port.
3. Upon weighing anchor in the harbor, the ship is boarded by customs and police officials. Two customs and police officials begin the inspection, carefully examining all cargo aboard. The ship's manifests and papers are carefully checked. All crew members and passengers aboard are inspected, and their documents are checked by the customs and police officials. The passengers are also subject to a thorough inspection of their quarters and luggage. When the passengers' and crews' effects are checked, the items which appear to attract the attention of the inspectors most are watches, personal papers, and letters. Such items are confiscated and are rarely returned. This checking is most carefully done, but a personal body and clothing search is not conducted on the passengers or the crew. Medical examinations are given only in the event of obvious illness among the passengers or crew.
4. Customs guards are posted continually on the ship while in port. These guards are changed every four hours. Police guards are also maintained and are changed every four hours. The police maintain a tight control of the ship, and members of the crew and passengers are checked closely upon leaving and arriving at the ship. The port area is continually patrolled by an officer and two armed soldiers with a change of guard every four hours.

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(Note: Washington Distribution Indicated by "X", Field Distribution by "#")

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- 25X1 5. Almost all of the passengers [REDACTED] are Soviet officials going to and from Iran and employees of firms who are on official business. Soviet port officials do not create difficulties or severe inconveniences for these passengers. Iranian employees of Iranian firms are subject, however, to closer scrutiny than are Soviet citizens. To outward appearances passengers have the freedom of the port, but there is an implicit understanding that all passengers tend strictly to business while in the port. It is known that debarking and embarking passengers are under strict police control.
6. The cargo is carried from the ship to the Customs House by a special wagon. Passengers receive their effects at the Customs House and are usually transported to the city of Baku by bus. Passengers bound for Astrakhan are conveyed by small boats from the port.
7. Both Iranian and Soviet crew members are normally given special passes, good for three hours, which allow them to visit the city. These passes are issued in Baku when crew members produce a special identification document issued before the voyage. This identification document has a photograph of the bearer attached to it. The passes are printed documents 20 x 8 cms in size and perforated in the center. When the crew member leaves the ship, half of the pass is torn off and kept. Upon returning to the ship, the seaman surrenders the remaining half. These leave passes are inspected upon leaving and entering the port area.
- 25X1 8. On [REDACTED] ship one deck crew member and one engine room crew member remain on duty. It is usual for all officers and crew members to take advantage of maximum shore leave granted.
9. Iranians on shore leave have no dealings with governmental agencies except customs and police as already described.
10. There are no restrictions as to where the crew members may go during their three-hour leave. Also there are no particular restrictions against fraternization by Iranian seamen on leave although a more than casual friendship would be discouraged and is not advisable. There is not an obvious control or surveillance by security officers, but one always assumes that such control exists.
11. Iranian seaman on shore leave are not allowed to spend the night in Baku or register in any place of lodging. However, crew members who are Soviet citizens and whose homes are in Baku return to their homes or live in hotels between voyages.
- 25X1 12. [REDACTED] restaurants in Baku [REDACTED] either male or female waiters waited on customers. Some such restaurants have radio programs playing to entertain the customers. [REDACTED]
- 25X1 13. [REDACTED] there are about 25 brothels in Baku, which anyone can visit provided he is introduced by an acquaintance known to the establishment visited.
- 25X1 14. One Iranian member of the crew was out on the town after dark. When he returned to the ship he was completely naked, his clothes having been taken from him by thieves.
15. The port is located within a half kilometer from the metropolitan area. To go from the port to the city one passes through a large wooden gate near an ice house. Crew members on leave and embarking or debarking passengers are checked at this gate.
16. Upon departure of the ship Soviet authorities and police officers inspect the crews' quarters. While this inspection is being carried out, Iranian crew members are gathered together and watched for security purposes. All members of the crew, particularly Iranian crew members, submit to a rigid inspection. Every corner of the ship is minutely searched. Even loaves of bread are sliced open, lest someone attempt to conceal items there. Crew members are questioned formally about contraband goods on their persons or in their effects.
17. No damage was inflicted on the port during the war. Gradually the old port buildings are being torn down and replaced by new ones which are of reinforced steel and stone construction. There is considerable construction work in progress. A new, ten-story building has been constructed recently near the port.

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18. There have been no new piers constructed nor any enlargement of piers since the war. The Customs House is located on a pier used for loading and unloading. New cranes have been installed recently on the pier. It is not believed that the navigation channel has been deepened since the war. The depth of the channel is now about eight meters.
19. At the end [REDACTED] there were about eleven freight ships in the port with an average capacity of about 700 tons. The following ships run between Baku and Bandar Pahlevi (none exceed 500 tons):
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- a. PIONEER (freight and passengers)
 - b. BANDAR PAHLEVI (Shillat ship)
 - c. GABARDINKA (freight and passengers)
 - d. DUNAY (freight and passengers)
 - e. IRTYSH (tanker for kerosene and gas oil)
 - f. BUYINOK (tanker for kerosene and gas oil)
- The Soviet ship MAZANDARAN calls at Nowshahr and Bandar Shah.
20. There are an estimated 500 fishing vessels based at Baku averaging 50 to 60 tons each. The fishing grounds are off Sallan (N39-35, E48-59) (beyond Lenkoran), Hashtarkhan, and Lenkoran (N38-45, E48-50).
21. Ships ply from Baku up the Hashtarkhan River (a 12-hour trip) carrying foodstuffs, raisins, and dates.
22. A shift of approximately 500 workers mans the port facilities. This shift is changed every 24 hours. Most of the workers appear to be Azerbaydzhani Turkis, although there are some Armenians Jews employed. Quarrels based on ethnic differences do not occur. Such fights which do occur are largely the result of some workers or workers' having had too much to drink. All employees must be Soviet citizens. There is a trade union of port workers to which non-Soviet citizens are not admitted. The union has a clubhouse located on one of the squares in the city. Mass meetings for union members only are occasionally held, during which time workers are excused from their work.
23. Within a distance of two kilometers of the port of Baku, at a section called Nargil, there are antiaircraft installations. These emplacements are not visible to the casual observer as there has been an attempt to conceal them. The installations at Nargil are believed to be in a process of expansion. At night, searchlights mounted in this area sweep the harbor.
24. All airfields and installations for aviation are located outside of the city of Baku and nothing of this nature is visible from the city. Five or six aircraft (possibly on patrol duty) were noted in the sky both day and night.
25. All army barracks, military, and air installations are located outside the city. No details are known.

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